EX PARTE OR LATE FILED

U.S. Department of Transportation
Office of the Secretary of Transportation

General Counsel

400 Seventh St., S.W.
Washington, D.C. 20590

ORIGINAL

November 5, 2003

RECEIVED

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FEDERAL COMMUNICATIONS COMMISSION
OFFICE OF THE SECRETARY

Marlene H Dortch
Secretary, Federal Communications Commission
The Portals
445 12th Street, S W
Washington, D C 20554

Re WT Docket No 01-90
ET Docket No 98-95
Ex Parte Meeting

Dear Ms Dortch

On November 4, the undersigned, William S Jones, and Gloria Hardiman-Tobin of the U S Department of Transportation (DOT) met with Jeanne Kowalski, Herbert W Zeiler, Peter J Daronco, Nancy M Zaczek, Gerardo Mejia, and Gregory Intoccia of the Wireless Telecommunications Bureau's Public Safety and Private Wireless Division concerning the above-referenced proceeding

The attendees discussed various issues affecting Dedicated Short Range Communications (DSRC) First, the DOT representatives advised the Commission's staff of the importance of communication between vehicles and between vehicles and the transportation infrastructure, via DSRC, to improve safety and reduce congestion. The DOT officials also advised of the progress being made toward the goal of installing DSRC equipment on all new motor vehicles sold in the United States, and the issues that still need to be addressed in order to bring about nationwide deployment of fixed roadside units All participants were aware that one important concern is for the privacy of the information generated through this medium The DOT personnel discussed as well the potential variety of private sector uses of DSRC communications, the various factors that would enable both public safety and private sector uses of this technology without interference or other conflict, and future steps in the production and testing of DSRC equipment A document outlining the substance of this portion of the discussion was distributed at the meeting, and a copy is enclosed herewith

The meeting focus then shifted to the subject of possible DSRC licensing scenarios After a brief discussion of different options, DOT officials did not endorse any particular licensing

regime Rather, they stressed that this question was secondary to what, in their view, is the most fundamental consideration the creation of a database containing the site and operational particulars (*e g* , the communications "footprint") of each fixed roadside unit. Only such a database can ensure efficient frequency coordination and the proper functioning of such a nationwide interactive network

Pursuant to 47 C F R § 1 1206(b)(2), this letter is submitted for inclusion in the record in the above-referenced proceeding Please contact me if you have any questions.

Sincerely,

Paul Samuel Smith
Senior Trial Attorney
(202) 366-9285

cc Jeanne Kowalski
Herbert W Zeiler
Peter J Daronco
Nancy M Zaczek
Gerardo Mejia
Gregory Intoccia

enclosure

VEHICLE INFRASTRUCTURE INTEGRATION

FCC Wireless Bureau

Nov. 4, 2003

BACKGROUND

The Confluence of Three Activities Have Presented an Opportunity

- Growing Emphasis on System Management & Operation
- Advancement Under the IVI Program
- Evolution of Communication Technology

INTELLIGENT VEHICLE INITIATIVE RESULTS

US DOT & Auto Companies Have Concluded:

- **Vehicle/Infrastructure Cooperation is Essential For**
  - **Intersection Collision Prevention**
  - **Road Departure Prevention**
  - **Lane Merge**

These 3 Account for 80% of Fatalities on Our Roads

- **DSRC is the Communication Link**

A NEW INITIATIVE

Auto Companies Have Approached US DOT

To Work Together to Explore a Cooperative Venture Between the Vehicle & Infrastructure

Achieves Multiple Objectives

Public Sector

Private Sector

THE CONCEPT

- **Vehicle Manufacturers Install a DSRC Communications Link & GPS in All New Vehicles**
- **Transportation Sector Installs Communications Link on the Roadside**

ENABLES SAFETY APPLICATIONS

- **Crash Prevention:**
  - **Intersection Crash Prevention**
  - **Road Departure Prevention**
  - **Lane Merge**
- **Emergency Response**
  - **Detection**
  - **Response**

PROVIDES DATA KEY TO IMPROVED MOBILITY

- **With Sensors Now on Vehicles**
  - **Location, Speed, Acceleration**
  - **Temp., Braking, Wipers, etc**
- **Transportation Agencies Know**
  - **Speed & Travel Time of *All* Vehicles on *All* Roads**
  - **Weather/Road Conditions on *All* Roads**

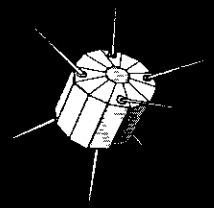
ENABLES KEY TRAFFIC MANAGEMENT TOOLS

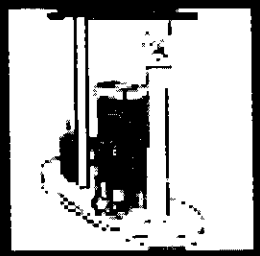
- Freeway Management
- Arterial Management
- Incident Response
- Work Zone Notification
- Weather Response
- Winter Road Maintenance
- Signal Priority – Transit & Emergency Vehicles
- Traffic Information to Travelers

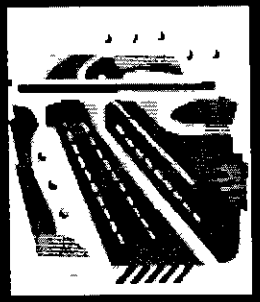
ENABLES NEW PRIVATE BUSINESS

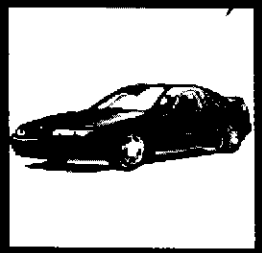
- **Auto Co.s Provide Services to Drivers (Their Customers)**
  - **Traveler Information**
  - **Drive-Thru Payment – Gas, Food, Banking, Tolls**
  - **Download Files, Infotainment**
  - **Diagnostic Data**

VII Communications









CURRENT ACTIVITIES

- **Key Players**
  - **US DOT, AASHTO, Auto Companies**
- **Working Group In Place**
  - **High Level Requirements Defined**
  - **Defining Data & Communication Requirements**
  - **Meeting Again in November**

THERE ARE ISSUES

- **Deployment Must Be Nationwide**
- **Who Owns, Installs, & Operates Communications System – (DSRC & Landline)**
- **Who Owns & Operates Data-base**

NEAR TERM NEXT STEPS

- Developing Roadmap
- Initiating Preliminary System Design
  - Communication
  - Data Base
  - Infrastructure
- Initiating DSRC Prototype Tests